

Reporting And Recordkeeping Requirements

The Master, Owner, Operator, Person in Charge, or vessel agent must send a signed copy of the following information to the U.S. Coast Guard. Copies of this information must be maintained on board the vessel for at least two years.

- Vessel's name, type, IMO number, flag, owner, gross tonnage, call sign, and agent
- Last port, arrival port and date, next port
- Total volume of ballast water capacity
- Total volume ballast water on board
- Total number of tanks: on board, used for ballast, to be discharged, underwent exchange, underwent alternative management
- Total number of tanks in ballast
- Is there a ballast water management plan on board? Was it implemented?
- Is there a copy of IMO guidelines on board?
- Location, date, volume, temperature of ballast when loaded for each tank.
- Description of alternative management method if used
- Reasons if no ballast treatment method used.
- Particulars of exchange if conducted including: volume exchanged, location, date, percent of tank volume exchanged, and sea height at time of exchange
- Location, date, volume, and salinity of ballast water to be discharged for each tank.



Condenser tube sheet with zebra mussel fouling.

Photo Credit: Dan Poplawski
Detroit Edison, Monroe Michigan Power Station

BALLAST WATER Reporting Forms And Further Information

Reporting forms, instructions, regulations and additional educational material are available electronically through the Coast Guard Ballast Water Management Web Page:

<http://www.uscg.mil/hq/g-m/mso/mso4/ans.html>

Or contact:

Commandant, (G-MSO-4)
2100 2nd Street, SW
Washington, DC 20593-0001
(202) 267-0500

Where And When To Send The Required Information

Vessels bound for U.S. Ports other than the Great Lakes or Hudson River North of George Washington Bridge

Before the vessel arrives at the first port of call in the waters of the United States send the information by one following methods:

- **Mail to U.S.C.G., c/o Smithsonian Environmental Research Center (SERC), P.O. Box 28, Edgewater, MD 21037-0028; or**
- **Transmit electronically to National Ballast Information Clearinghouse (NBIC) at:**
<http://invasions.si.edu/ballast.htm>;
e-mail ballast@serc.si.edu; or
- **Fax to Commandant, U.S. Coast Guard, c/o the NBIC at 301-261-4319**

If any information changes, send an amended form before the vessel departs the waters of the United States.

Eisenhower Lock entry way to the Great Lakes.

Photo Credit: United States Coast Guard



USCG BALLAST WATER MANAGEMENT

for United States
Waters other than
the Great Lakes and
Hudson River North of
George Washington
Bridge

Preventing and controlling the spread of
aquatic nuisance species.

Aquatic Nuisance Species



Sea Lamprey on lake trout.

Photo Credit: Great Lakes Sea Grant Network, Fish & Wildlife Service

Every day, large quantities of ballast water from all over the world are discharged into United States waters. Carried in this water are plants, animals, bacteria, and pathogens. These organisms range in size from microscopic to large plants and free-swimming fish. These organisms have the potential to become aquatic nuisance species (ANS). ANS may displace native species, degrade native habitats, spread disease, and disrupt human social and economic activities that depend on water resources. Any ship carrying ballast water is a potential invasion source.

MSD Massena at open ballast manhole.

Photo Credit: United States Coast Guard



In recent years there has been increased international concern for the threats to human health, aquaculture, and coastal environments from aquatic nuisance species and diseases. The United States Coast Guard is responding to these concerns through a comprehensive national ballast water management program. This program (1) promotes ballast water management for operators of all vessels in waters of the U.S., (2) provides ballast water management guidelines for all vessels entering U.S. waters from outside of the EEZ, and (3) requires the reporting of ballast water management data by all vessels entering U.S. waters from outside of the EEZ. The U.S. Coast Guard encourages program participation from vessel operators. A reporting requirement, as detailed in this brochure, was established to monitor participation with the program and assess ballast water delivery patterns. The information gathered from these reports will influence future action.

Guidelines

(For all vessels with BALLAST tanks on all waters of the United States)

- Avoid ballast operations in or near marine sanctuaries, marine preserves, marine parks, or coral reefs.
- Avoid taking on ballast water:
 - with harmful organisms and pathogens, such as toxic algal blooms
 - near sewage outfalls,
 - near dredging operations,
 - where tidal flushing is poor or when a tidal stream is known to be more turbid.
 - in darkness when organisms may rise up in the water column.
 - in shallow water or where propellers may stir up the sediment.
- Clean ballast tanks regularly.
- Discharge minimal amounts of ballast water in coastal and internal waters.
- Rinse anchors and anchor chains during retrieval to remove organisms and sediments at their place of origin.
- Remove fouling organisms from hull, piping, and tanks on a regular basis and dispose of any removed substances in accordance with local, state and federal regulations.
- Maintain a vessel specific ballast water management plan.
- Train vessel personnel in ballast water and sediment management and treatment procedures.

Zebra mussels on Luna Pier beach, Michigan.

Photo Credit: Stephen Stewart
Michigan Sea Grant



Guidelines For All Vessels Equipped with Ballast Water Tanks that enter Into The Waters Of The United States After Operating Beyond The Exclusive Economic Zone (EEZ)

(Mandatory for vessels entering the Great Lakes and the Hudson River North of George Washington Bridge)

- Exchange ballast water beyond the EEZ, from an area more than 200 nautical miles from any shore, and in waters more than 2,000 meters in depth;
- Retain the ballast water on board the vessel;
- Use an alternative environmentally sound method of ballast water management that has been approved in advance by the Commandant of the U.S. Coast Guard;
- Discharge ballast water to an approved reception facility; or
- Exchange ballast water in other waters approved by the USCG Captain of the Port.

Cut away of 2 inch pipe clogged with zebra mussels.

Photo Credit: Dan Schlosser
Great Lakes Science Center National Biological Service



Safety

The master of a vessel is not required to conduct a ballast water exchange if the master decides that the exchange would threaten the safety or stability of the vessel, its crew, or its passengers because of adverse weather, vessel architectural design, equipment failure, or any other extraordinary conditions.